

### **Remarks**

Reconsideration is requested in view of the above amendments and the following remarks. The specification is amended to correct typographical errors and to use consistent terminology. Claim 1 is amended. The amendments to claim 1 are supported by, for example, page 12, line 4 to page 13, line 28 along with Figures 11 and 12. An amendment has also been made to claims 1 and 3 to refer to “car body assembly line”. No new matter has been added. Claims 1-10 are pending.

Applicants note the Examiner’s reference to priority claims on pages 2 and 3 of the office action. Applicant is not claiming priority under 35 USC 119(e), 120, 121 or 365(c). This application is a national stage filing under 35 USC 371.

### **Drawing objections**

The drawings are objected to because reference numerals 42-1 and 42-2 have been used to designate both platforms and mounts. The specification has been amended to change the word “mount” to “platform” to provide consistent use of terms.

The drawings are also objected to because reference numerals 56 and 58 are used to designate a stopper. The specification has been amended to refer to stopping levers 58 and stopper 56 to make a clearer distinction between these features.

Withdrawal of the objections is requested.

### **35 USC 112, second paragraph**

Claims 1-10 are rejected under 35 USC 112, second paragraph as being indefinite because the relation between “card body assembly line” and “assembly line” is not clear. The claims have been amended to refer consistently to “car body assembly line”. The claims have also been checked for other issues under 35 USC 112, second paragraph. Applicants believe the claims are definite. Withdrawal of the rejection is requested.

### **Art rejections**

Claims 1-4 are rejected under 35 USC 102(a) as being anticipated by WO 03/039941 to Motomi et al. The rejection refers to WO 03/039941 and to US 2005/0017057 which are in the same patent family. It is not clear whether US

2005/0017057 is being relied upon to reject the claims. Clarification by the Examiner is requested.

In addition, claims 1-7, 9 and 10 are rejected under 35 USC 102(b) as being anticipated by US 5044541 to Sekine.

In addition, claim 8 is rejected under 35 USC 103(a) as being unpatentable over Sekine.

Claim 1 recites that the slide base is movable between an advanced position adjacent to the car body assembly line and a retreated position, and the lifter extends from the retreated position to the advanced position of the slide base. This permits transfer of the locator to and from the slide base to be performed at the advanced position and the retreated position using the lifter.

In Motomi, the elevator platform 15 and the piston rod 20 connected thereto are located only at a retreated position of the slide plate 13. See Figures 4 and 6. The elevator platform 15 does not extend from the retreated position to an advanced position of the slide plate 13.

With respect to Sekine, the slide base lifter 183 is located only at a position away from the assembly line. See Figure 16. The slide base lifter 183 does not extend from a retreated position to an advanced position of the work piece carrier 25.

For at least these reasons, claim 1 is patentable over Motomi and Sekine. Claims 2-10 depend upon claim 1 and are patentable for that reason alone and need not be separately distinguished. Applicants do not concede the rejections to claims 2-10.

In addition, Applicants submits herewith a verified English language translation of the priority application, JP 2002-307052. Applicant's priority claim is thereby perfected. Since Applicant's earliest priority date predates the publication date of Motomi, Motomi is not available as prior art.

**Conclusion**

Applicants believe that the claims are in immediate condition for allowance. Favorable consideration is respectfully requested. Any questions concerning this response can be directed to the attention of the undersigned at the address below or by telephone at (612) 455-3804.



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Respectfully submitted,

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